

Claims

1. An arrangement for connecting the outer end (10) of a passenger bridge (4) to a door located on an aircraft body, wherein the door (A3-A5;A8,A9) is located on one side of the aircraft and sternwards of an aircraft wing (6), wherein the inner part (7) of the passenger bridge is connected to a terminal building (8) via a rotunda (9), wherein the outer part (10) of the passenger bridge (4) carries a cabin (5) intended for connection to the aircraft at an aircraft door, said passenger bridge (4) being made mobile with the aid of a drive means (8) which rests against an airport hardstanding (11) via wheels (13, 14), and wherein the passenger bridge (4) includes telescopic parts (12-15), where the drive means (12) is situated at the outer end of the inner part (7) of the passenger bridge (4), characterised in that the rotunda (9) is supported by a ground-mounted vertical pillar (25) which includes a lifting device, such as an hydraulic piston-cylinder device, adapted to change the length of the pillar and therewith displace the rotunda (9) in a vertical direction, in that the inner part (7) of the passenger bridge is hinged to the rotunda (9) so that said inner part (7) can be swung in a vertical plane; in that the arrangement includes lifting means at the drive means (12) and at the rotunda for varying the vertical position of the inner part (7) of the passenger bridge in that the outer part (10) of the bridge can be swung in a vertical plane relative to the inner part (7) of said bridge; in that subsequent to an aircraft being parked for connection to the passenger bridge (4), the drive means (12) functions to drive the passenger bridge (4) from a parking position to a docking position, where the height of the inner part (7) of the passenger bridge is adjusted and where the drive means (12) is positioned close to the leading

edge of the aircraft wing (6) while the inner part (7) of said bridge is telescoped; in that the outer part (10) of the bridge is adapted to be then swung downwards under the influence of a force generating device (23) and is telescoped by  
5 drive means to an end position in which the cabin (5) can be docked to the aircraft body.

2. An arrangement according to claim 1, characterised in that the inner part (7) of the passenger bridge (4) and the  
10 outer part (10) of said bridge are adapted to take a vertical position in which the passenger bridge (4) can pass freely over the upper side of the wing (6) prior to the bridge (4) being moved in over an aircraft wing (6) and after the bridge (4) has been passed in over the wing.

15 3. An arrangement according to claim 1 or 2, characterised in that the outer part (10) of the passenger bridge is hinged to the inner part (7) of the bridge; and in that the arrangement includes force generating means (23) which enables the  
20 vertical position of the outer part (10) of the bridge to be varied and which acts between the outer part of the inner bridge part (7) and the inner part of the outer bridge part (10).